



PEARL HARBOR NAVAL SHIPYARD PUBLIC AFFAIRS

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Bravo Zulu to Pearl Harbor Shipyard for Submarine Repairs in Bahrain

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PEARL HARBOR, Hawaii – A team of 23 Pearl Harbor Naval Shipyard employees were praised for their “incredible efforts” in repairing on site a Navy submarine damaged two months ago in a collision in the Strait of Hormuz.

Rear Adm. Michael Connor, commander of Submarine Group 7 (COMSUBGRU 7) and Task Force 54 (CTF 54), issued a Bravo Zulu message April 24 to the Shipyard and other Navy commands.

USS *Hartford* (SSN 768) departed Bahrain for her Groton, Conn., homeport April 20, one month after her collision, he noted. “That she was able to be made sound and ready for the rigors of a trans-oceanic voyage in such short period of time is a testament to the incredible efforts of the diverse team who put her back together,” he said.

“Responding with little notice to a complex situation unfolding halfway around the world, each member of the team executed their individual responsibilities with precision and professionalism. Developing innovative technical solutions to unique problems posed by

Hartford's damaged sail; they worked seamlessly across organizational boundaries to accomplish this monumental task.

"I recognize and appreciate the sacrifices of time and energy made by the forward-deployed team in Bahrain, as well as the strong supporting cast from each organization that backed them up. Bravo Zulu!" Connor concluded.

Hartford and the amphibious ship USS *New Orleans* (LPD 18) collided in the strait March 20. A team of 12 Shipyarders was put together on short notice and left Honolulu two days later.

Upon arrival, the Shipyarders took the lead on the *Hartford* job. They were joined by representatives from many other Navy commands, including COMSUBGRU 7; Commander Task Force 54 (CTF 54); Naval Sea Systems Command (NAVSEA); Team Submarine; Mid-Atlantic Regional Maintenance Center (MARMC); Naval Undersea Warfare Center (NUWC); Naval Surface Warfare Center (NSWC) Carderock Division; and USS *Frank Cable* (AS 40). Their first task was to assess the damage and develop a repair strategy.

Structural Shop Superintendent William Sullivan described the *Hartford* job as "fast-paced, good teamwork, and a lot of hard work and long hours." The Shipyarders worked 12 to 14 hours a day, seven days a week.

According to Test Engineering and Work Control Division supervisor Patrick McDermott, one of the highlights of the job was bringing additional cabling from the top of the sail down into the pressure hull. The problem was solved by removing the tops and bottoms of the hoist cylinders for one of the periscopes.

"This inspirational idea saved the team a tremendous amount of time and effort, as other options were significantly more difficult," McDermott said.

The weather and working conditions added to the challenges. During the first week, the team experienced rain every day along with high winds every other day. On one occasion, a sandstorm was immediately followed by a thunderstorm, a combination that made it seem like it was “raining cement,” McDermott said.

Seven mechanics from the Shipyard, led by a general foreman and a supervisor, arrived a week later. With the exception of some welding equipment and gases that were available locally, everything the mechanics required, such as torches, hand tools, and welding machines, had to be shipped into the country.

“The production team as a whole reflected great credit on (the Shipyard,)” McDermott said. In particular, Coronas and welder general foreman Hustward Roque stood out as those who successfully developed and executed the repair plan.

“This was a real team effort – designing and building on a tight schedule,” Sullivan said. “The cooperation and teamwork between engineering and production was seamless. That’s what made it happen so well. The guy writing the paper was right next to the guy doing the work.”

He added, “When something like this happens, our people can be counted on to respond. We had way more volunteers than we needed. People were more than willing to go on short notice to a place they had never been.”

He pointed out the assistance received from *Frank Cable* “cannot be overstated. They really went out of their way and did anything and everything they could to help.”

McDermott, summarizing the effort on *Hartford*, said, “Overall, the Shipyard stepped up to a significant challenge and delivered to the fleet what was needed – timely and efficient repairs to get a damaged warship out of a difficult situation.”

Pearl Harbor Naval Shipyard is the largest industrial employer in the state of Hawaii with a combined civilian and military workforce of about 4,700. It has an operating budget of \$620 million, of which more than \$390 million is payroll for civilian employees. The Shipyard, strategically located in the Pacific Ocean, is a full-service naval shipyard and regional maintenance center for the U.S. Navy's surface ships and submarines.

For more information on Pearl Harbor Naval Shipyard, visit <http://www.phnsy.navy.mil>.